SAILING DIRECTIONS CORRECTIONS

PUB 123 8 Ed 2001 NEW EDITION
(NIMA) 45/01

PUB 124 8 Ed 2001 LAST NM 44/01
Page 139—Lines 18 to 31/L; read:
Anchorage.—The port authorities recommend that vessels anchor at least 5 miles offshore and do not deballast while at anchor.
Caution.—Numerous obstructions exist in an area of foul ground extending up to 3 miles offshore.
(BA NM 37/01, Section IV) 45/01

Page 233—Lines 44 to 50/R; read:
Caution.—Range lights leading through this channel have been reported missing (2001). Without the range, the passage is unsafe, even at slack water.
(BA NM 37/01, Section IV) 45/01

PUB 125 6 Ed 2000 LAST NM 37/01
Page 57—Line 34/L; read:
their charted positions.
(NIMA) 45/01

PUB 126 6 Ed 1996 LAST NM 36/01
Page 70—Lines 10 to 11/R; read:
entrance, about 3 miles S of Old Light Tower.
The pilot vessel is yellow-
(BA NP 286(4); US CH 83572) 45/01

Page 70—Line 40/R; read:
from seaward to the main harbor area. Caution is necessary as it has been reported (2001) the vertical separation of the two range markers makes them difficult to find; the forward range marker sits close to the water while the after range marker is fairly high on the mountain.
The reefs and
(PUBS 020/2001) 45/01

Page 204—Lines 47 to 49/L; read:
miles NE of Taghoma Point.
(BA NM 37/01, Section IV) 45/01

PUB 127 6 Ed 2000 LAST NM 44/01
Page 59—Lines 20 to 22/R; read:
weather permitting, in an area about 3 miles NE of Mersey Bluff.
(17(476)01 Wollongong; US CH 75215) 45/01

Page 60—Lines 5 to 10/R; read:
Depths—Limitations.—Berthing information is given in the accompanying table.

Burnie—Berthing Information (2001)

Berth	Length	Depth alongside	Remarks
1	85m	10.0m	Former tanker berth. No longer used.
4	183m	10.5m	
5	213m	11.0m	Bulk cargo and petroleum discharge. Maximum vessel length of 250m.
6	198m	11.5m	
7	219m	11.5m	Ro-ro. Maximum vessel length of 250m.

(Lloyd's Ports; US CH 75222) 45/01

Page 95—Lines 1 to 4/R; read:
Naval Waters and are best seen on the chart.
(NIMA) 45/01

Page 137—Lines 4 to 7/L; read:
when taking passage, as follows:
1. Through the inner route of the Great Barrier Reef between the parallels of Cape York (10˚41'S) and Cairns Roads (16˚40'S).
2. Through Hydrographers Passage (19˚47'S., 150˚24'E.).
3. Through Whitsunday Passage (20˚20'S., 148˚54'E.) and in the vicinity of the Whitsunday Group and the Lindeman Group.
In addition to the legislation that
(17(458, 462)01 Wollongong; US CH 74220) 45/01

Page 145—Lines 7 to 14/L; read:
7.21 Mackay Outer Harbor, the port facility for Mackay, is located about 2.5 miles S of Slade Point. The town of Mackay lies on the S bank of the mouth of the Pioneer River, which is so shallow that it dries.
(US CH 74231) 45/01

Page 145—Lines 4 to 14/R; read:
Pilotage.—Pilotage is compulsory and should be requested 24 hours in advance. Pilots should be advised, via the agent, whether pilot transfer can be accomplished by helicopter or if a launch is required. Pilots board about 2 miles ESE of Southern Breakwater. Vessels should contact Mackay VTS 2 hours prior to arrival on VHF channel 14 or 16.

PUB 127 (Continued)

Regulations.—Vessels should maintain a continuous listening watch on VHF channel 14 and 16 while at anchor or alongside a berth.

Prior to berthing, vessels are required to have:

1. The propeller fully immersed.
2. A trim of not more than 2.5m by the stern. Trim by the head is not permitted.

(BA NM 45/00, Section VI) 45/01

Page 145—Lines 24 to 28/R; strike out.
(BA NP 15) 45/01

PUB 173 6 Ed 2000 LAST NM 43/01

Page 6—Line 57/R to Page 7—Line 2/L; strike out.
(NIMA) 45/01

PUB 174 8 Ed 2000 LAST NM 37/01

Page 123—Line 54/L; read:
with alongside depths of 6.4 to 13m.
(8(154)01 Kuala Lumpur) 45/01

Page 123—Lines 43 to 44/R; strike out.
(10(113)01 Singapore; MPA Singapore Port Marine Circular 24/01) 45/01

Page 124—Lines 2 to 7/L; read:
Merlimau. The Seraya Power Pier, a T-headed oil pier, extends about 0.2 mile NE from the N extremity of Pulau Seraya. The Oil Tanking Ltd Pier lies close SE of the power company pier. The Seraya Chemical Pier is located on the SE extremity of Pulau Seraya. Berthing information is given in the accompanying table.

Pulau Seraya—Berthing Facilities (2001)

Berth	Length	Depth	Remarks
Seraya Power Pier			
1	260m	14.8m	Maximum vessel length of 250m.
2	200m	12.6m	Maximum vessel length of 250m.
Oil Tanking Ltd Pier			
MJ1	140m	15.4m	
MJ2	384m	15.4m	
MJ3	124m	14.5m	
MJ4	312m	14.8m	
MJ5	140m	13.4m	
MJ6	180m	12.5m	
Seraya Chemical Pier			
1	162m	13.8m	Maximum vessel length of 162m.
2	216m	12.6m	Maximum vessel length of 216m.

(US NM 15/71253/99; US NM 32/71253/00; Singapore Tide Tables and Port Information, 2001; Lloyd's Ports; Guide to Port Entry) 45/01

Page 124—Lines 1 to 7/R; strike out.
(10(113)01 Singapore; MPA Singapore Port Marine Circular 24/01) 45/01

Page 124—Line 54/R; read:
Causeways connect the islands, as follows:
(US CH 71253) 45/01

Page 125—Lines 43 to 46/L; read:
entirely fronted by deep water oil berths. Berthing information is given in the accompanying table.
(NIMA) 45/01

PUB 174 (Continued)

Page 125—Table; replace with below:

Pulau Bukum—Berthing Limitations (2001)			
Berth	**Maximum vessel length**	**Depth alongside**	**Vessel size**
1	90m	12.3m	33,000 dwt
2	150m	11.3m	33,000 dwt
3	170m	11.6m	33,000 dwt
4	170m	12.2m	43,000 dwt
5	170m	12.8m	45,000 dwt
6	245m	15.7m	135,000 dwt
7	200m	13.3m	65,000 dwt
8	240m	13.8m	84,000 dwt
9	170m	13.1m	33,000 dwt
10	245m	16.0m	84.000 dwt
10A	Ferries/tugs	3.9m	—
10B	60m	6.1m	—
10C	90m	6.0m	—
11	100m	5.5m	—
12	110m	13.0m	—

(Sing NM 8/01, Section III; Guide to Port Entry) 45/01

Page 127—Lines 12 to 15/L; read:

Selat Sinki is available for all classes of vessels.

(10(113)01 Singapore) 45/01

Page 128—Lines 43/L to 15/R; read:

The following special purpose anchorages are located W and SW of Singapore:

1. Western Anchorage—General purpose.
2. Western Petroleum Anchorage A—For vessels of 10,000 gross tons or less loaded with petroleum and non gas-free vessels.
3. Western Petroleum Anchorage B—For vessels of over 10,000 gross tons loaded with petroleum and non gas-free vessels. Tankers exceeding 50,000 gross tons shall use Eastern Petroleum Anchorage A.
4. Western Quarantine and Immigration Anchorage—For vessels seeking quarantine and immigration clearance.
5. Pasir Panjang Holding Anchorage—For vessels as directed by the Port Master.
6. Selat Pauh Anchorage—For vessels under arrest, laid-up vessels, and other vessels with permission of the Port Master.
7. Raffles Reserved Anchorage—For LASH vessel operations, damaged vessels, vessels requiring emergency repairs, or as directed by the Port Master.
8. Tuas Petroleum Holding Anchorage—For tankers waiting to service vessels at anchorages in the Jurong Sector, waiting for berthing facilities in the West Jurong Fairway and Pesek Basin, or as directed by the Port Master.
9. West Jurong Anchorage—For vessels awaiting a berth, vessels under repair, or special vessels.
10. LPG/LNG/Chemical Gas Carriers Anchorage—For non gas-free LPG, LNG, and chemical carriers.
11. Very Large Crude Carrier Anchorage—Temporary anchorage for loaded VLCCs.
12. Tuas Explosives Anchorage—For vessels loading or discharging explosives and Group 1 dangerous cargo or vessels in transit with such cargo on board.
13. Tuas Explosives Lighterage Anchorage—For small craft loaded with explosives.
14. Sudong Holding Anchorage—Temporary holding anchorage used with prior permission of the Port Master.
15. Sudong Special Purposes Anchorage—Temporary holding anchorage for VLCCs with prior permission of the Port Master.

(10(113)91 Singapore) 45/01

Page 129—Line 53/L; read:

of 15.5m. The island is 53m high and is uninhabited. Cooper Channel is closed to through traffic by a low bridge joining the two islands.

(MPA Singapore Port Marine Circular 7/01) 45/01

Page 132—Lines 4 to 13/R; read:

depths of 9.4 to 13.6m.

Keppel Terminal, located W of Tanjong Pagar Terminal, has ten berths, with depths of 9.8 to 13.8m alongside.

There are three berths for cruise ships situated on the N side of Keppel Harbor close W of the causeway. Berths CC1, CC2, and CC3 have depths alongside of 12, 11, and 9m, respectively.

(Sing NM 8/01, Section III; Lloyds Ports; US CH 71247; US NM 19, 38/71247/00) 45/01

Page 133—Line 45/L; read:

of 12m; Berths B4 and B5 have alongside depths of 15.1m; and

(Sing NM 8/01, Section III) 45/01

Page 140—Line 5/R; read:

total length of 1,690m and alongside depths of 6 to 8.5m. The

(Sing NM 8/01, Section III) 45/01

Page 140—Lines 44 to 45/R; read:

shown on the chart:

1. General purpose anchorage—3.5 miles E of Tanjung Piai.
2. Explosives and hazardous cargo anchorage—4.5 miles E of Tanjung Piai.

Anchorage is prohibited within the port area outside the designated anchorages.

(BA NM 40/00, Section IV) 45/01

Page 153—Line 11/L; strike out.

(10(113)01 Singapore) 45/01

PUB 175 7 Ed 2001 LAST NM 43/01

Page 28—Line 2/L; insert after:

Caution.—A wreck, with a depth of 12.2m over it, was reported (2001) to lie 18 miles NW of Cape Stewart.

(17(464)01 Wollongong; US CH 74380) 45/01

Page 31—Lines 21 to 23/R; read:

area of about 2 square miles.

(17(465)01 Wollongong) 45/01

Page 53—Line 13/R; read:

the depths over these shoals and banks range from 5 to 29.5m.

(17(467)01 Wollongong) 45/01

Page 100—Line 36/L; insert after:

It has been reported (2001) that a salt-exporting terminal has been constructed in Onslow. The pilot for the terminal boards about 3.2 miles ESE of the E extremity of Thevenard Island.

(17(467)01 Wollongong; US CH 74517) 45/01

Page 100—Lines 40 to 41/L; read:

bring Onslow range lights into line. This course leads W

(17(467)01 Wollongong) 45/01

PUB 191 9 Ed 2000 LAST NM 44/01

Page 127—Lines 6 to 7/R; read:

primarily used as a cross-channel terminal for ro-ro ferries. The harbor is enclosed by Admiralty Pier, Southern

(BA NP 28) 45/01

Page 128—Lines 12 to 13/R; read:

prominent.

Langdon Battery, with a radar surveillance station, is situated about 0.4 mile N of the root of Eastern Arm.

(BA NP 28) 45/01

Page 129—Line 10/R; read:

entrance (see paragraph 1.1).

(BA NP 28) 45/01

Page 130—Lines 21 to 53/L; read:

often occurs in the central part of Outer Harbour.

A spoil ground (dumping area), which may best be seen on the chart, lies centered 1.5 miles SSE of the E entrance.

Vessels passing Dover are warned that cross-channel ferries, including high speed craft, frequently enter or leave the port by both the W and E entrances. Vessels are cautioned to keep at least 1 mile seaward of Southern Breakwater (see Regulations).

Dover to Folkstone

7.5 The coast between Dover and Folkstone, 5 miles SW, is formed mostly by chalk cliffs.

Shakespeare Cliff, 103m high, stands about 1 mile SW of Dover and is the first chalk cliff. It is prominent and appears conical when seen from the E. Abbot's Cliff, standing 2.5 miles SW of Dover, is also prominent.

A conspicuous radio mast, with an elevation of 382m, is situated near Hougham, about 0.7 mile N of Abbot's Cliff.

Copt Point (51˚05'N., 1˚12'E), with a conspicuous martello tower standing above it, is located 4.5 miles SW of Dover. Copt Rocks, formed by drying ledges of sandstone, front the point and extend up to 0.3 mile E.

Mole Head Rocks extend SW from Copt Rocks to the vicinity of the entrance to Folkstone.

East Wear Bay lies between Copt Point and Abbot's Cliff, 2 miles NE. It provides good holding ground and is sheltered on the W side. However, this bay is recommended only as a temporary anchorage for vessels waiting for the tide. The best berth is in the middle of the bay in a depth of about 9m.

Caution.—Numerous wrecks, which may best be seen on the chart, lie offshore between Dover and Folkstone.

Yacht racing marker buoys are moored in season (April to November) about 0.6 mile WSW of Abbot's Cliff.

Several submarine cables, which may best be seen on the chart, extend seaward from the vicinity of Copt Point.

(BA NP 28) 45/01

Page 130—Lines 1 to 2/R; strike out.

(NIMA) 45/01

Page 130—Lines 5 to 55/R; read:

7.6 Folkestone is a terminal for cross-channel ferries, including high speed craft. It is rarely used by other regular cargo vessels.

Tides—Currents.—The tides rise about 7.2m at MHWS and 5.7m at MHWN.

Off the head of the breakwater the ENE-going tidal current starts about 2 hours before HW at Dover and attains a rate of 2 knots at springs. The WSW-going current starts about 3 hours 20 minutes after HW at Dover and attains a rate of 1.5 knots at springs.

During the ENE-going current, an eddy runs W along the coast from Copt Point, and sets strongly toward South Quay head.

Depths—Limitations.—Three berths, with depths of 5 to 6m alongside, are situated along the NE side of the main breakwater and are used by ro-ro ferry vessels and high speed craft. Outer Harbour dries but has depths of 3 to 4.5m at HWS. South Quay, at the S side of Outer Harbour, has a depth of 5m alongside at HWS. The N side of Outer Harbour is used by fishing vessels and pleasure craft.

Aspect.—A light is shown from a prominent tower, 13m high, standing at the head of the main breakwater. A lighted range, which may best be seen on the chart, indicates the approach to the ferry berths. A conspicuous motel is situated about 0.2 mile WNW of the root of the main breakwater.

Pilotage.—Pilotage is compulsory, except for vessels exempt by law. Pilotage should be requested from the Port Control. Pilots may be contacted by VHF and board by arrangement. Vessels should contact the Port Control on

PUB 191 (Continued)

VHF channel 15 and request permission to enter or leave the port.

Signals.—International Port Traffic Signals are displayed from a mast at the head of the main breakwater. These signals control vessels leaving and entering, and, when shown, ensure that traffic is one-way (see paragraph 1.1).

(BA NP 28) 45/01

Page 131—Lines 1 to 7/L; strike out.

(NIMA) 45/01

Page 131—Lines 14 to 50/L; read:

Caution.—High speed ferry craft may be encountered in the approaches to the port.

Folkstone to Dungeness

7.7 The coast between Folkstone and Dungeness, 13 miles SW, forms a bay. The shore of this bay is low and flat, but near Folkstone the interior hills join the coast, which then becomes cliffy.

Sandgate is situated about 2.5 miles W of Folkstone. Sandgate Roads provide sheltered anchorage in depths of 11 to 15m, good holding ground, mud and clay.

Two conspicuous green domes, surmounting hotels, are situated about 1 mile W of Folkstone and about 1 mile E of Sandgate.

Hythe (51˚04'N., 1˚04'E.) is situated about 2 miles WSW of Sandgate. Hythe Flats form a shallow bank fronting the shore in this vicinity and may best be seen on the chart. An outfall sewer pipeline extends 1.5 miles SSE across the flats.

A conspicuous radio tower, with an elevation of 268m, stands on Tolsford Hill, about 2 miles N of the town of Hythe.

To the SW of Hythe, the shore is low and flat with only embankments to hold the marsh land in place.

Dymchurch is situated 4 miles SW of Hythe and 7 miles N of Dungeness. Dymchurch Wall, an embankment protecting the pasturage of Romney Marsh, extends along the coast and terminates in Dymchurch Redoubt, 2 miles NE.

Six prominent martello towers stand along the shore between Dymchurch and Hythe. A conspicuous red brick tower is situated at Littlestone-on-Sea, 2.5 miles SSW of Dymchurch.

East Road provides anchorage, sheltered from SW through W to N, in depths of 12 to 18m, about 3 miles E of the tower at Littlestone-on-Sea.

Roar Bank, a ridge of sand with depths of 2.5m, runs nearly parallel with and about 1 mile off the shore to the E of Littlestone-on-Sea. Vessels should avoid this bank by keeping in a least depth of 10m.

A conspicuous dark grey water tower stands 0.8 mile inland at Lydd-on-Sea, 2 miles S of Littlestone-on-Sea and 2 miles N of Dungeness.

Dungeness (50˚55'N., 0˚59'E.), the SE extremity of a large area of marsh, is a very low point. It is steep-to on the SE side but fronted elsewhere by a shingle beach which is progressively advancing seaward.

A main light is shown from a conspicuous tower, 43m high, standing on the point. This tower is floodlit at night.

A prominent disused light tower is situated 0.3 mile W of the light.

The prominent buildings of a nuclear power station, 51m high and marked by red lights, stand 0.5 mile W of the light. These buildings are radar conspicuous.

It is reported by vessels approaching from SW that the power cables and pylons running inland in a WNW direction from the power station appear prominently on radar prior to the low shoreline.

For information concerning the Dover Strait TSS, off-lying banks, and navigation aids in this vicinity, see Sector 6.

Caution.—A rifle range, with a danger area extending 2 miles seaward, is situated close SW of Hythe. When firing is taking place, red flags are displayed by day and red lights are exhibited at night between Dymchurch Redoubt and Hythe. Range safety craft also patrol the area.

When approaching from E, vessels must take care not to confuse the water tower standing near Lydd-on-Sea, 2 miles N of Dungeness, with either of the two light towers at Dungeness.

Several disused submarine cables, which may best be seen on the chart, extend seaward from a point on the shore about 1 mile N of Dungeness.

(BA NP 28) 45/01

Page 131—Lines 1 to 49/R; strike out.

(NIMA) 45/01

Page 132—Lines 1 to 8/L; strike out.

(NIMA) 45/01

COAST PILOT CORRECTIONS

COAST PILOT 3 34 Ed 1999 Change No. 24
LAST NM 19/00

Page 143—Paragraph 76, line 1; read:

Overfalls Shoal has a depth of 10 feet about 4 miles south-westward ...

(NOS 12214) 45/01

Page 170—Paragraph 49, line 2; read:

Ocean City Inlet, has a depth of 20 feet. A 25-foot shoal is about ...

(NOS 12211) 45/01

Page 171—Paragraph 70, lines 3 to 4; read:

Chincoteague from Chincoteague Bay. In 1997, the channel had a controlling depth of 6 feet. The other passages between Chincoteague Bay and ...

(NOS 12211) 45/01

Page 171—Paragraph 72, line 2; read.

Assateague Light has several depths of 12 to 19 feet, but a wreck just ...

(NOS 12211) 45/01

COAST PILOT 3 (Continued)

Page 173—Paragraph 111, line 6; read:
The channel is marked by a light, buoys, and daybeacons. **Folly Creek**, which leads ...
(23/01 CG5; LL/01) 45/01

Page 177—Paragraph 59, line 4; read:
Beach. In 1998, the controlling depth was 6 feet ...
(CL 667/98; NOS 12222) 45/01

Page 191—Paragraph 16, line 3; read:
a minimum width of 20 feet and a clearance of 6 feet.
(NOS 12222) 45/01

Page 220—Paragraph 100, line 2; read:
channel, about 700 yards northwestward of Severn River Channel ...
(NOS 12283) 45/01

Page 220—Paragraph 101, line 4; read:
daybeacon, in 1998, had a reported centerline controlling depth of 6 ...
(CL 1907/98; NOS 12283) 45/01

Page 220—Paragraph 104, line 3; read:
bar and deeper water through a narrow channel inside. In 1998, shoaling was reported in about 38˚58'59"N., 76˚27'27"W. A naval ...
(CL 1907/98) 45/01

Page 224—Paragraph 125, lines 3 to 4; read:
channel marked by a light and daybeacons; in 1998, the reported controlling depth was 7 feet. The depths above the dredged channel are 7 ...
(CL 1907/98; NOS 12283) 45/01

Page 235—Paragraph 174, line 4; read:
upper end of the cove. In 1991, the controlling depth was 3 ...
(NOS 12266) 45/01

Page 236—Paragraph 198, lines 2 to 4; read:
turning basin at the entrance to **Cambridge Creek** had, in 1991, a controlling depth of 23 feet, thence 21 feet was available throughout the turning basin to the **Cambridge Marine Terminal** ...
(NOS 12266) 45/01

WORLD PORT INDEX CORRECTIONS

PUB 150 **17 Ed 2000** **LAST NM 44/01**

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	ENTRANCE RESTRICTIONS: SWELL	ENTRANCE RESTRICTIONS: ICE	ENTRANCE RESTRICTIONS: OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
48399	UMM QASR	IZ	3001N	04757E	172	62437	S	CN	E	Y *			Y *		K	K	K			L	Y		45/01

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE: COMPULSORY	PILOTAGE: AVAILABLE	PILOTAGE: LOCAL ASSIST	PILOTAGE: ADVISABLE	TUGS SALVAGE	TUGS ASSIST	QUARANTINE: PRATIQUE	QUARANTINE: DERATT CERT	QUARANTINE: OTHER	COMMUNICATIONS: TELEPHONE	COMMUNICATIONS: TELEGRAPH	COMMUNICATIONS: RADIO	COMMUNICATIONS: RADIO TEL	COMMUNICATIONS: AIR	COMMUNICATIONS: RAIL	LOAD/OFFLOAD: WHARVES	LOAD/OFFLOAD: ANCHOR	LOAD/OFFLOAD: MED MOOR	LOAD/OFFLOAD: BEACH MOOR	LOAD/OFFLOAD: ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES: FIXED	CRANES: MOBILE	CRANES: FLOATING	LIFTS: 100 TONS PLUS	LIFTS: 50 - 100 TONS	LIFTS: 25 - 49 TONS	LIFTS: 0 - 24 TONS	SERVICES: LONGSHORE	SERVICES: ELECT	SERVICES: STEAM	SERVICES: NAVIG EQUIP	SERVICES: ELECT REPAIR	SUPPLIES: PROVISIONS	SUPPLIES: WATER	SUPPLIES: FUEL OIL	SUPPLIES: DIESEL OIL	SUPPLIES: DECK	SUPPLIES: ENGINE	REPAIR	DRYDOCK	RAILWAY	
48399		N	Y	Y	Y				Y	Y	Y	Y	Y		Y	Y			Y	Y				Y				Y	Y	Y					Y						Y	Y	Y			B			45/01
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